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PRINCE: ARTHUR'S: LANDING.

HEAD OF FRESH WATER NAVIGATION AND
LAKE TERMINUS OF THE CANADIAN
PACIFIC RAILWAY.

PAST, PRESENT AND FUTURE

Compiled from the Most Reliable and Authentic Sources.

PRICE TWENTY-FIVE CENTS.

1892

Prince & Landing:

PRINTED AND PUBLISHED AT THE DAILY AND WEEKLY SENTINEL OFFICE.

1883

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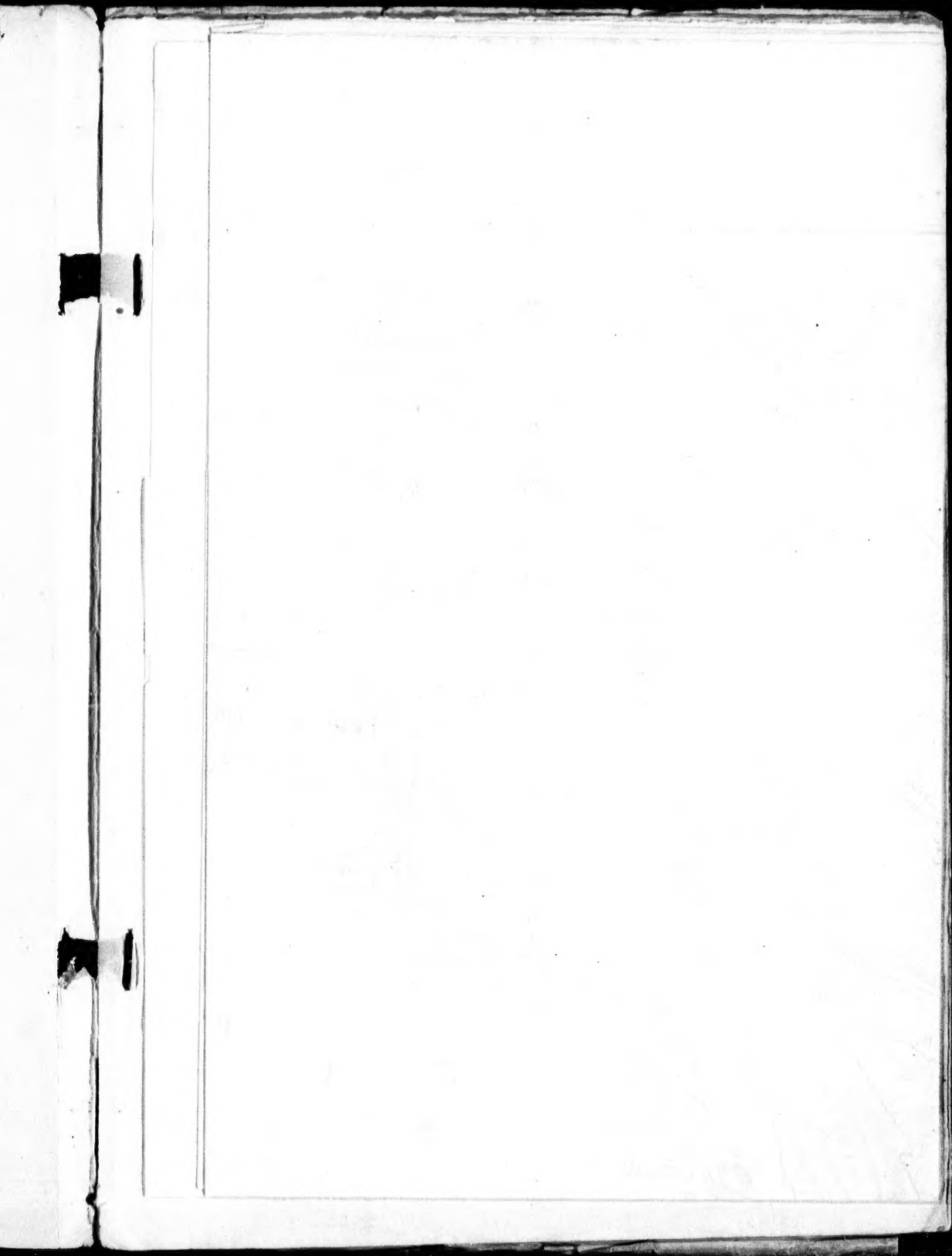
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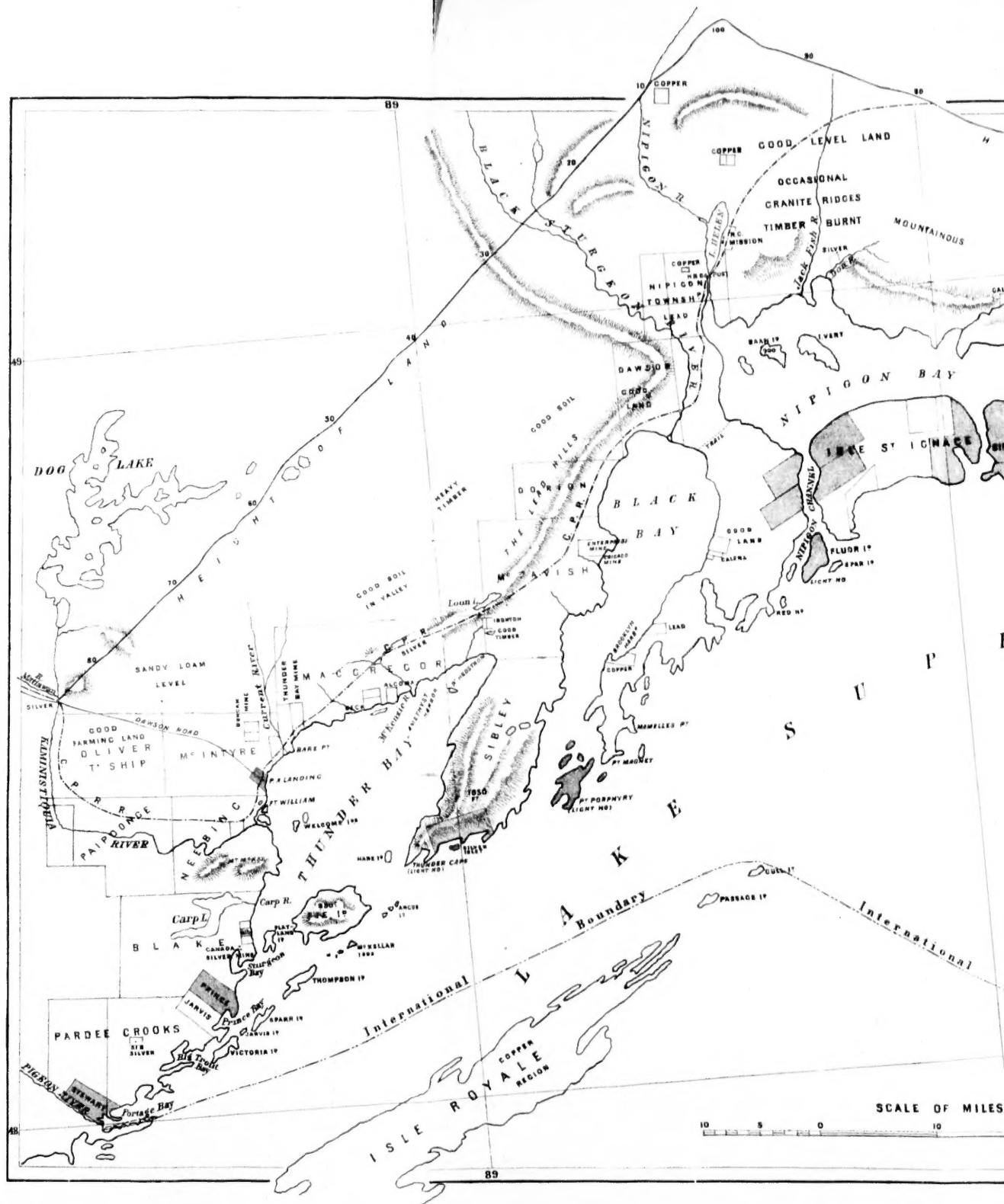
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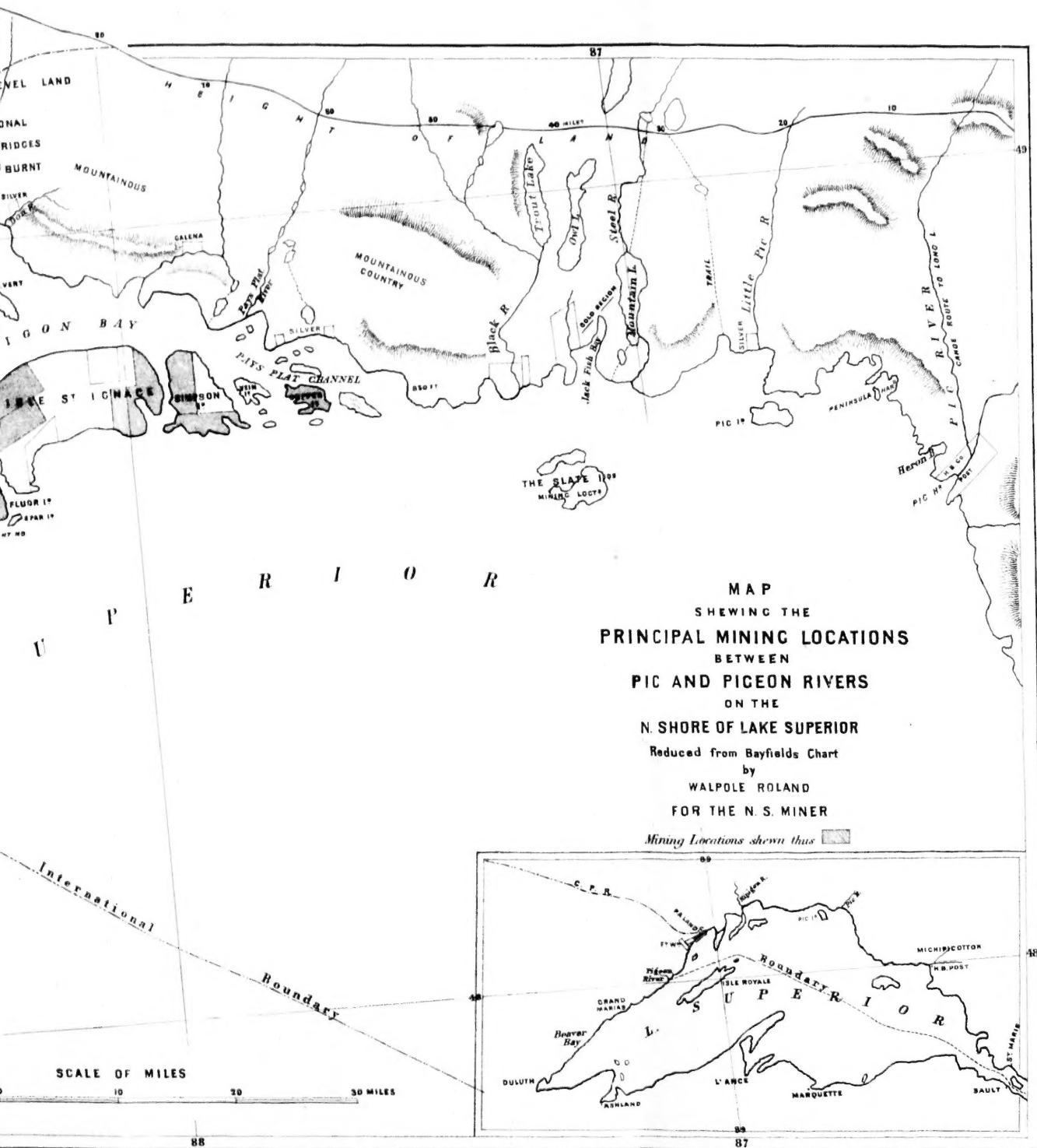
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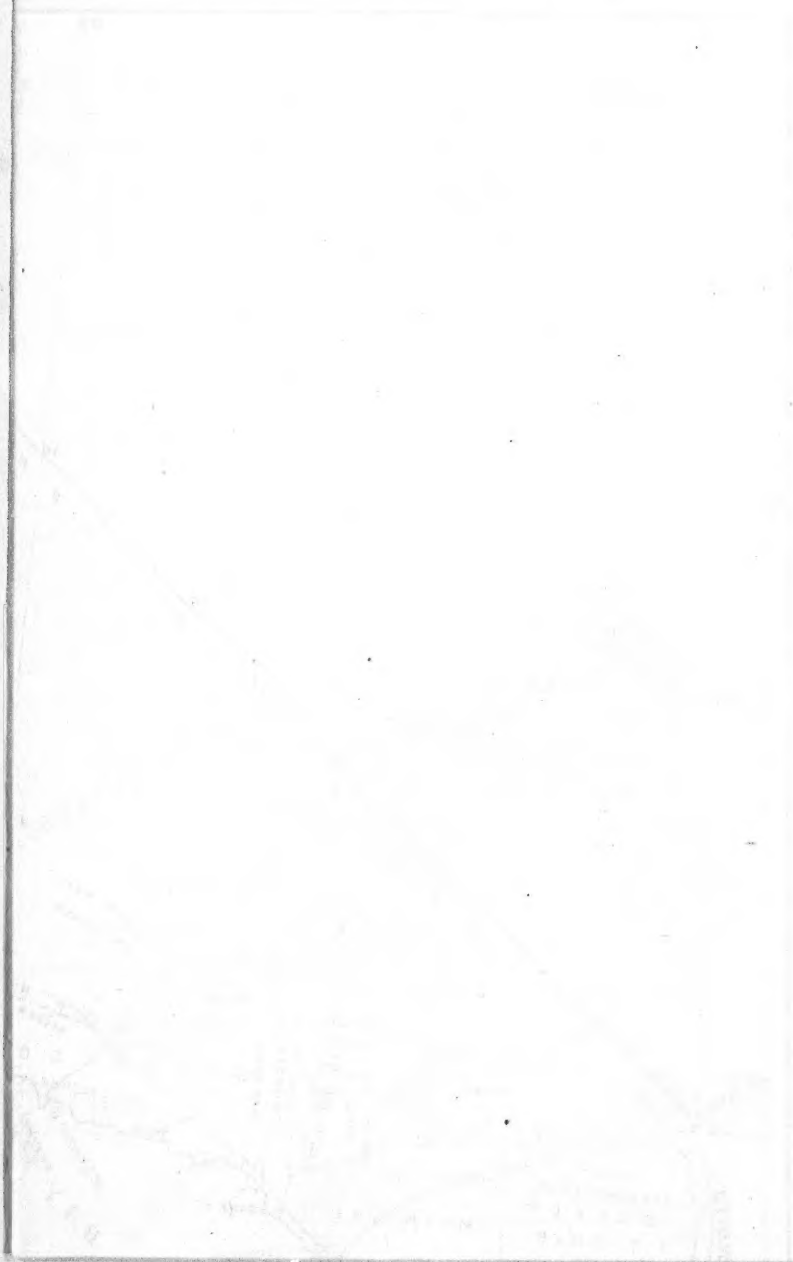
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PREFACE.



RAILWAY communication having in a commercial sense, united Prince Arthur's Landing with Manitoba and the vast North West of our Dominion, it seemed to the authors of this little pamphlet a fitting time, to invite attention, in this direct manner, to the location, natural privileges and capabilities of the port which is the Canadian Head of Navigation on the Great Lakes, and is likewise the Lake Terminus of the Canadian Pacific Railway. We here present to the reader nothing fictitious or illusory. As regards the past and the present, we deal only in facts, and any predictions as to the future of this fortunate locality is prompted by the verdict of a cool judgment on a retrospect of those facts. Much more might have been written if his public duties had not deprived us of the invaluable aid of S. J. DAWSON, Esq., M. P., who, probably possesses more intimate knowledge of this part of Canada, and has done more to promote its interests and develop its varied resources than any other Canadian. Herein, however, will be found a truthful if meagre commentary relating to Prince Arthur's Landing and its affluent natural surroundings.

PRINCE ARTHUR'S LANDING.

HEAD OF FRESH WATER NAVIGATION AND LAKE TERMINUS OF THE
CANADIAN PACIFIC RAILWAY.

PAST, PRESENT AND FUTURE.

PRINCE ARTHUR'S LANDING, the commercial gateway of the Great North West, is destined ere long to become a city of the greatest importance in the Dominion of Canada. Situated at the junction of the Lake Route with the Canadian Pacific Railway, its position as well as its natural advantages and immense resources command, and will secure for it, an international commercial standing of the first order—unrivalled by any city or town on the Continent of America.

This is no visionary dream but a sober statement of the truth which can be fully borne out as a perusal of the following short sketch of its history, present position and future prospects will determine.

THE LOCATION AND SURROUNDINGS.

Prince Arthur's Landing is situated at the head of Canadian navigation of the great inland seas; on the western shores of Thunder Bay, an inlet running out of Lake Supe-

rior and forming one of the largest and best harbors in the world.

Thunder Bay is 14 miles wide and 19 miles long and without stretch of imagination may be termed a land-locked harbour. On the northwest and southwest it is surrounded by the mainland; whilst on the east and southeast it is protected in an extraordinary manner by the immense Thunder Cape, the Welcome and Pie Islands, and the shelter is further enhanced by the bluffs of Isle Royale, thus forming a sheet of water on which any boat may ride in safety during the severest gale or storm which ever visits the lakes, proof of which may be found in the fact that not a single boat that has sought its shelter in stormy weather has ever suffered loss in any form, or to use the words of one of the oldest captains on the Lakes "It is exposed to no serious storm and is safe from any sea except what can arise within the limited area of the Bay itself".

PRINCE ARTHUR'S LANDING.

The highlands to the north and west thoroughly protect it from the wind sweep in those directions and as a harbor therefore, its advantages may be safely deemed almost unequalled.

It is the universal opinion of the captains running the boats of the Canadian and American lines that Thunder Bay is a safe and commodious harbor for any amount of shipping, very easily approached at night or in foggy weather and that freight and passengers can be landed safely and without difficulty when the wind is blowing from any point of the compass. Well may Capt. J. Dick say "It seems as if 'nature had intended this Bay for 'the great shipping port of the 'North-West'".

As for its natural beauty it is surpassed only by the famous Bay of Naples.

As before stated the town is situated on the western shores of the Bay, rising in natural terraces one above the other with great regularity securing it advantages for sanitary and other purposes which a low-lying town, can never possess.

The Town Plot together with the additions of O'Brien, Russell and McVicar cover an area of over 1200 acres. The population of the town proper is about 2000—a population thoroughly alive to the great future which awaits their town, and who are determined to make the most of its advantages and build up for it a name to be envied and one that shall stand proudly forth in the commercial annals of the Dominion. A people confident, courageous, enterprising and energetic.

ITS HISTORY.

The history of Prince Arthur's Landing is one of no common

interest. Prior to the transfer of the Hudson Bay Co.'s property to the Canadian Government, Thunder Bay was the habitat of the descendants of a few Scotchmen, who had migrated from the United States on the cessation of the War of Independence.

When the Canadian Government decided to encourage and assist immigration to their newly-acquired territories they fixed upon this point as the one most likely for the transfer of immigrants from the water to a land route to the north-west—a decision which is now bearing and which will continue to bear rich fruit.

At that time one solitary log cabin formed the nucleus of the present town. The country between here and the Selkirk settlement was extremely wild and rugged, and to facilitate the transfer of immigrants the Government decided to build a pioneer colonization road, which has since become generally and widely known as the "Dawson Route."

It very soon, however, became patent that the cost and toil incurred in this form of transport was too great, and then was first conceived the idea of a trans-continental railway from this point.

Although the Dawson Route has fallen into disuse, it served a very important function in the march of the troops required to quell the disturbances and rebellion of the natives in the North West.

Shortly after the ceding of the "Great Unknown Land," hitherto held by the Governor and Co. of the Hudson Bay, the inhabitants of the districts west and south of the Selkirk Settlement took up arms against the Government for the purpose of frustrating and putting

PRINCE ARTHUR'S LANDING.

a stop to their system of immigration, and it was consequently found necessary to send an armed force into the country to quell the rebellion.

Accordingly in the year 1870 Colonel now General Sir Garnet Wolsley landed here in charge of what is known as Red River Expedition.

On asking the name of the place he was informed it was called "The Station," then said he we will call it "Prince Arthur's Landing," in honor of the Royal Prince who had been their companion in arms and who was then sojourning in Canada. From this place then commenced the march of that noble band who were successful in firmly establishing the authority of the British Flag o'er all the North West, even to the Pacific slopes. By these means the favourable position of this point as a town first became realized, and from that day the town has gradually, though amidst much of difficulty and anxiety, yet surely grown.

In the year 1875 the first sod of the great and national enterprise, the Canadian Pacific Railway, was turned and a consequent impetus was given to the growth of the embryo city, while on the 1st day of September 1882 the last spike was driven connecting the eastern with the western section of the Canadian Pacific Railway, and now there is an uninterrupted railway communication from this place west for over 1000 miles.

The town already boasts a goodly number of large general stores, four churches, a convent, a well-conducted and successful day school, also a separate school, a brick town hall, a stone gaol, several fine hotels, and a stipendary magistrate's court. In addition to these the SENTINEL

Printing Company have erected a large and magnificent building at a great cost, at which they issue a daily and weekly edition of the paper. A large trade is also done in general job and book work.

A SUMMER RESORT.

Another feature of interest and success for the Landing is its position as a summer resort. The salubrity of its climate and the picturesque scenery to be found in its immediate neighborhood, render it, according to the testimony of well informed Americans, one of the most desirable of summer residences on the whole continent, and one which is every year becoming more and more appreciated by both Canadians and Americans.

In conclusion let us ask what has Prince Arthur's Landing behind it to back up and support all their claims? We reply, the great North West. A land, taking the enterprising city of Winnipeg as the eastern point and the Pacific shores as the western, 2000 miles in width comprising millions of acres of the finest and most fruitful soil in the world, a land which is being rapidly populated by the bone and sinew of the old countries of Europe. England, Ireland, Scotland and Germany are teeming their hardy sons of toil into this immense country by thousands each year, building new towns and villages. Already the homesteads lie numerous and smiling on the unbounded prairie, already the garnered grain of the world's storehouse is pouring in for exchange for the commodities and luxuries of eastern Canada and the mother countries.

Winding in and out amidst these towns and homesteads like a spray of silver runs the steel rail and the iron horse of the Canadian Pacific

PRINCE ARTHUR'S LANDING.

Railway, and not more than three years will elapse ere the mineral wealth and rich fruits of British Columbia will reach their destination in Eastern Canada and Old England via the Canadian Pacific Railway and Prince Arthur's Landing.

Yet one more point must be stated, viz:—That the Canadian Pacific Railway, via Thunder Bay, forms the shortest, easiest, and cheapest route from the rich store-houses of China, Japan and the Indian Archipelago to Liverpool and London. Trade between these places must very shortly be carried on over the Canadian Pacific Railway. The English merchant, always alive to speed and economy, to whom time means money, will not long shut his eyes to the advantages of this route.

A comparison of the distances via the Canadian Pacific Railway and Quebec to Liverpool with the route via San Francisco and New York sets at rest all disputes as to the feasibility of shipments being made this way.

The distances from Yokohama to Liverpool are:—

Via. Thunder Bay and Montreal,
11,111 statute miles.

Pacific Ocean, 4,370 nautical miles.

C. P. R. Lake route, 2,862 statute miles.

Atlantic Ocean, 2,790 nautical mls.

Via. San Francisco and New York,
12,038 statute miles.

Pacific Ocean, 4,470 nautical miles.

Railway, 3 395 statute miles.

Atlantic Ocean, 3,040 nautical mls.

This gives an advantage for the Canadian route of 927 miles, leaving out of question the lesser cost of transit occasioned by easier grades and other matters.

This then assures us that within

the next half decade, or before 1890 at the very latest, we shall see the silks, cottons, rice, fruits, teas and porcelains of Eastern Asia, making their way to the markets of Western Europe, via Prince Arthur's Landing. That at this port they are destined to be transhipped from the Great Canadian steel highway to the hold and deck of the magnificent Liverpool steamer, and at this place will the sturdy English, Scotch and Irish emigrant first place his foot permanently on Canadian soil.

AS A MANUFACTURING CENTRE.

As a manufacturing centre the town enjoys more favorable facilities than are possessed by any town or city in the North West if not by any town west of Toronto. Its command of navigation with the east and south and railway communication with the west peculiarly mark it as a place adapted for manufacturing interests, and make it a point easy of access for raw material as also giving it every opportunity for the distribution of its manufactured goods. With every facility of water privilege, cheap fuel together with the surrounding valuable mineral deposits, timber lands, and extensive fisheries it affords one of the finest openings for the safe investment of the Capitalist. Already one large lumber mill is in course of erection by Mr. Thomas Marks while other enterprises demanding capital are on the *tapis*. Here the cotton, woolen, iron and paper industries may find every opportunity and scope.

To the southwest and northeast of the town lie respectively the many-mouthed Kamanistiquia, Mc Vicar's Creek and Current River, on the banks of which streams are eligible sites for mills and other

PRINCE ARTHUR'S LANDING.

works which can be secured at very fair and equitable rates.

Arrangements are being made for establishing next spring a system of telephonic communication throughout the town, a well conducted telegraph service being already carried on.

AS A PORT.

As a port Prince Arthur's Landing can show a record for the past season and claims prospects for the future which will vie with if not outstrip any other port in Canada.

As the Lake terminus of the Canadian Pacific Railway, and with the natural advantages before stated the future of the town can scarcely be gauged, and, as stated in the Montreal Gazette, "We are already contemplating a rapid increase in the trade of the town and expect shortly to see the whole front covered with docks and shipping; for no city in the world has the same country at the back of it excepting, perhaps, Chicago".

Navigation for this year was opened on the 28th day of April while the last boat for the season left the port for Duluth on Friday Dec. 29th, thus giving 8 months of uninterrupted navigation, the Bay and waters outside still being open. During the season of navigation 230 Canadian and 32 American vessels have entered the port, having an aggregate tonnage of 193,880 tons and have discharged 26,113 tons of freight, and when it is borne in mind that the Thunder Bay Branch of the Canadian Pacific Railway is not opened for traffic before the 15th day of September, and further that many merchants in the north west had then already made contracts for the shipment of their merchandise via Duluth, it

will be seen that this is no mean record. It may be further stated that hitherto almost all the shipping trade of the port has consisted of imports from the east, but with the opening up of the Canadian Pacific Railway it may be confidently asserted that the transshipments for export will in future fully equal the imports, and that ere long ships from England and Europe will enter our roads and exchange their cargoes for the golden grain and other products of the west.

Many of the largest steamboats on Canadian and American fresh waters, some as high as 2400 tons carrying capacity, have entered this port and discharged their cargoes at our docks during the past season. And when we call to mind that scarcely three decades have past since the ocean steamers plying between Liverpool and New York were rarely registered at more than 2500 tons, and further it may be remarked that of the 38 merchant ships put out from the yards of the Clyde in Scotland during the month of September last the total tonnage only amounted to 38,400 tons or an average of little over 1,000 tons each, it speaks well for the capabilities of the harbour and for our future prospects.

The estimate of merchandise to be landed here next season by boats from the east (an estimate based on good foundations and considered by well qualified judges fairly within the mark) is 150,000 tons and, when to this is added the eastward bound freight it cannot be denied that the future of our town must be successful.

From a statement made by Superintendent Egan of the Canadian Pacific Railway Co. at Winnipeg

PRINCE ARTHUR'S LANDING.

we learn that during 8 months of the year ending Sept., 1882, there arrived at, *from the east*, and were dispatched from the city of Winnipeg, *to the east*, 9259 car loads of merchandise which taken on the low average of 12 tons to the car gives 111,108 tons of merchandise that to a very great extent would have required handling here had the railroad been open for traffic, but which under the circumstances had to be diverted through the United States. Add to this the fact that according to the returns of the Immigration Agent at Winnipeg 44,500 immigrants had arrived during the season from January to September 1882, and when we recollect that in future the greater proportion of this ever increasing traffic will and must pass through Prince Arthur's Landing we have reason to look to the future with hope.

On November 3rd, 1882, an article appeared in the Toronto Globe to the effect that the Canadian Pacific Railway had decided to establish a line of steamers between Prince Arthur's Landing and Algoma Mills, to be built of steel, swift enough to make the run of 336 miles between the two points in 24 hours and powerful enough to face any gale which may blow on the Lakes. They are to be constructed especially with reference to passenger traffic, but each will have a carrying capacity of 1000 tons. The intention is to construct them so that they will run like ocean steamers regardless of weather, and a boat will be despatched each way per day.

In the Winnipeg Times of November 6th Mr. Van Horne, general manager of the Canadian Pacific Railway, is reported to have said: "The significant fact that the

Canadian Pacific will put on a line of daily steamers between Algoma Mills and Prince Arthur's Landing indicates a purpose to divert travel from the St. Paul system of roads. It looks as if a determined effort is to be made to induce foreign emigration destined to British territory to travel only on British soil." Mr. Van Horne has written, saying that the Canadian Pacific Railroad will build elevators at this town. He considers that more room is required here than at Winnipeg, where they are often blocked for want of sufficient room for sidings, &c.

It is further reported that a line of steamers is to be established between Midland (the Lake Huron terminus of the Grand Trunk R. R.) and our town, also between Owen Sound and here, and another between Wiarton and this point.

This all means increased trade and prosperity for the town.

The prophecy of Sir Charles Tupper uttered on his visit to our town this fall, has every prospect of coming to pass. He said: "the volumes of trade and traffic which will fall upon your shores, will give you all you can take care of, and must ensure a prompt and permanent rise to Prince Arthur's Landing."

Neither are the words of His Excellency the Marquis of Lorne, Governor General of Canada, uttered on the 25th July, 1881, more commendatory than appropriate, viz:—"Your town must some day be one of our important cities as a terminus of Western Lake Railway traffic. Situated near the hills so rich in one of the most valuable of precious metals, and with the deep waters of the lake to bring shipping to your doors, it is not unreasonable

PRINCE ARTHUR'S LANDING.

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There are already four large wharves built here with freight sheds capable of accomodating the largest vessels plying on the lakes, and at a meeting of the stockholders of the Thunder Bay Forwarding and Elevator Co. recently held, it was decided to extend their wharf. This Co. have already a pier of 1000 feet long and 60 feet wide with a railroad track sunk in the centre 3 feet below the surface of the pier, thus enabling them to transfer the freight to and from the cars with the least possible labor; they have also a freight shed capable of holding 1000 tons of freight. Over \$22,000 have already been spent by this Co. on their property, and they purpose during the coming winter to widen the northerly side of the wharf 30 additional feet and build another freight shed 500 feet long and 50 feet wide, thus increasing the warehouse room to over 3000 tons or a total capacity for the season of navigation of from 60,000 to 70,000 tons. The Lake Superior Dock, Forwarding and Elevator Co., who own one of the most valuable water privileges opposite the heart of the town are preparing plans for the extension, this winter, of their dock 250 feet further and to more than double the present width with three tracks running the whole length of the dock, which will enable them to handle freight with great rapidity. Negotiations for a part of their water frontage, for extensive coal docks, are now pending with American capitalists.

THUNDER BAY FISHING.

The fishing division in which Prince Arthur's Landing is located commences at Pigeon River, the

boundary line of the United States, and extends in an easterly direction to the Slate Islands, a distance of about two hundred miles. It will thus be seen that the town occupies a position about midway between the two extremities of the division, a fact which adds greatly to its advantages as a central fishing station. Mr. James Dickson, a man of very great experience in every branch of piscation, has this season under his watchful eye in the interest of the department at Ottawa. The fish which are the most plentiful comprise trout, whitefish, pickerel, herring, sturgeon, and brook trout. As the season advances most of these leave the fishing grounds in the vicinity of Isle Royale, where they are to be found in the spring, for the coast of the mainland, and to give an idea of the quantities in which they are found it is only necessary to say that during the fishing season which closed in December of last year the Lake Superior Fish Company which employ only 25 men all told in the prosecution of their trade, two steam tugs and six smacks, shipped no less than 141 tons of fresh and 600 packages of salt fish to the United States, while over 25 tons of fresh and 200 packages salt fish were used for home consumption. Covering a period of eight years there has been collected from licenses in the division the sum of \$2313.00, the expenditure, including salaries and disbursements \$1550.00, leaving a balance of \$736.00. During the same period there has been taken from the waters 17,396 barrels of fish, valued \$96,216.00, over a fourth of which amount has been realized from the markets of the United States. This trade has given employment to an

PRINCE ARTHUR'S LANDING.

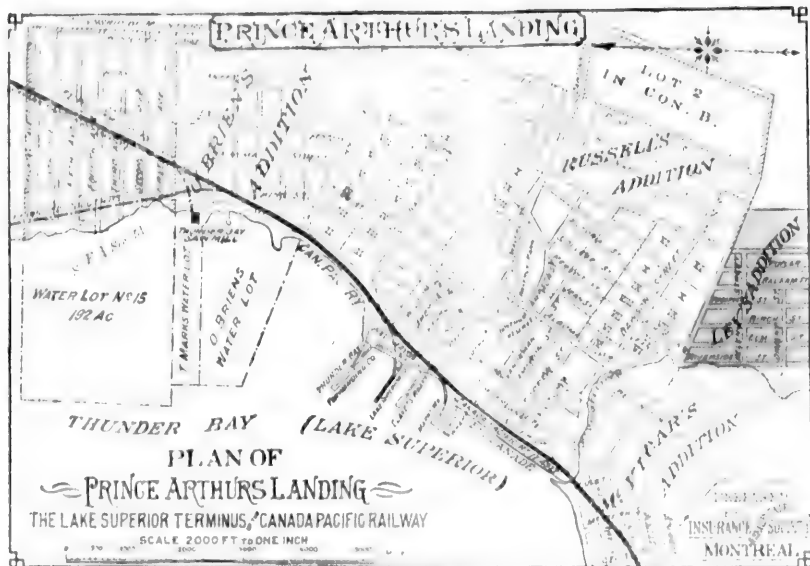
average of about 300 men. Judging from the applications and communications already received in connection with the acquirement of fishing stations, it is believed that the coming season will show a wonderful development of the industry. With regard to the sport furnished to tourists it may with truth be said that no district, on the whole continent can excel it in the abundance and beauty of its brook trout, to say nothing of the remarkably picturesque grandeur of the country. The interesting fish stories told by persons who have visited this part of Lake Superior, and which have appeared in the columns of almost every tributary to the general American press, are as numerous as are the fish themselves, and every summer brings the same sunburnt and expectant faces of southern anglers, who seek with a pleasing regularity the genial climate of this northern elysium.

AS A MINING CENTRE.

Few, if any, mining districts of the world contain so many and such favourable indications of mineral wealth as the country immediately surrounding Prince Arthur's Landing. Although the country has by no means been thoroughly explored as yet, the following are amongst the economic minerals discovered within a radius of one hundred miles of Prince Arthur's Landing, viz., silver, gold, copper, lead, iron, zinc, and bismuth. Of these the three first occur native and the ores of silver are, in many localities in the vicinity, of such

extraordinary richness as to excite the wonder of the world. The gold occurs in the quartz veins traversing the Huronian schists in such quantity and under such geological conditions as to leave no doubt that in the near future the country around Lake Shebandowan, Kashabowie and Jack Fish Lakes will rank with the very best gold producing countries in the world. The first mill of twenty stamps is now about to be erected near Jack Fish Lake, and no doubt its output will give an impetus to the development of that very promising section. Of the silver mines the only one which has been extensively and systematically opened up, the "Silver Islet," has alone produced over \$3,000,000, and a number of other lodes just as good are but awaiting the judicious expenditure of capital in order to bring their buried treasure to light and send bars of bullion over the land through the "Silver Gate." The deposits of the baser metals, copper, lead, iron and zinc will form a no less important factor in the future development of our town. The reduction of these metals from their ores will give rise to a large and permanent industry, and establish an immense trade the head quarters of which will be at Prince Arthur's Landing. Mining in this section is but yet in its infancy and considering the very limited amount of expenditure and small capital invested the results obtained have been almost phenomenal.

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PRINCE ARTHUR'S LANDING, now PORT ARTHUR

The first of the new additions to the Lake Superior terminus of the Canadian Pacific Railway, Prince Arthur's Landing, is situated on the north shore of Lake Superior, about 100 miles from the mouth of the river. It is a beautiful bay, and the landing is a fine harbor. The new additions to the landing are: Briens Addition, Russells Addition, and Metcalf's Addition. The new additions to the landing are: Briens Addition, Russells Addition, and Metcalf's Addition.

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Shipping. This will, undoubtedly, be one of the principal shipping points of the Northwest. The new additions to the landing are: Briens Addition, Russells Addition, and Metcalf's Addition. The new additions to the landing are: Briens Addition, Russells Addition, and Metcalf's Addition.

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IMPORTANT LETTER FROM CAPT. M^C DOUGALL

THE following letter by Captain McDougall will be found of peculiar interest to our readers on account of the undisputed authority of the writer. It was written some years ago, when the subject was one which was occupying the closest attention of the Canadian Parliament.

Captain McDougall is a man of no common ability. He has sailed some of the largest passenger propellers and freight steamships in the United States lake trade, and when we state that some years ago he was sent to Russia by a Philadelphia Co. to locate grain elevators on the Baltic and Black Seas, it is sufficient to show that his abilities were appreciated. Our readers will also notice that many of the prophetic sentiments expressed in this letter have been since fulfilled, and this fact alone adds great weight to those which have not yet come to pass.

On Board the str. City of Duluth.

JUNE 25TH, 1878.

While visiting in Toronto this past winter I was called upon to go to Ottawa before the Senate Committee of Investigation on the Kaministiquia River &c., to give my views as to the proper place to build a harbor, either up that river

at what is known as the Town Plot, or at Prince Arthur's Landing.

While before this committee I had to be rather brief in my remarks and I had not so fully considered the matter then as I have done since.

Having had such good opportunities to know all about both places and not being interested at all with either place, but simply to give to the Government and people the benefit of my experience and judgment on this question, is the cause of my writing this letter.

A harbor at the Lake Superior end of the C.P.R., must be such as to accommodate the class of steamers and vessels which will do the heavy freight carrying to and from the Lake Superior terminus. It will have to compete with the port of Duluth, for by the time this section is completed there will be an outlet by rail via Duluth and St. Paul for the produce of Manitoba, and with the superior advantages of Duluth harbor there will be a great struggle for the trade of the North West.

In a few years the new canal at the Sault will be finished and the Sault river will be deepened so we shall have a channel 16 feet deep from Lake Superior, and then

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the class of crafts that will do the heavy freighting from here will be much larger than those now in use, and most of the steamers and vessels then will draw from 15 to 15½ feet of water when loaded and many of them will be 250 feet long or more, with a carrying capacity of from 1500 to 2500 tons. We have a fleet of such boats now running to Marquette and Duluth but they cannot load to their full capacity till the Sault canal is finished. This is the class of boats now building for the lake trade, 3 of which are building at Cleveland 250 feet long, and 2 at Buffalo that will carry 2000 tons each. It will cost but little more to run such craft than it does the small boats now trading to Thunder Bay, which have only a capacity for carrying from 150 to 1000 tons, so that in a few years, or as soon as this section of the C. P. R. is finished this class of boats must give way to the larger ones, which must necessarily do the business on Lake Superior.

On first entering the Kaministiquia river and sailing up about 5 miles to the Government dock, as you pass the famous old Fort William, the most romantic scenery meets the eye on the one hand, while on the other a quiet landscape is formed by the river banks which for a hundred years have been highly cultivated. The first impression as you pass is, even to one of our old lake navigators, that a fine harbor could be made in this river if improved to secure deep water at the entrance and all the way up the river &c. If however you stop to fully consider the matter and calculate the cost of such work you find it would be an enormous expense to make these improvements and keep them up

by dredging &c. for so long a distance, which would have to be done more or less every year, add to this the great inconvenience of doing business in such a cramped up harbor, and you change your impressions as to the fitness of the Kaministiquia for a harbor such as the C. P. R. will require. The question of ample harbor room is becoming very important with ship owners and masters in making charters. Such open or basin harbors as, Marquette, Duluth, La Anse, Escanaba, Erie, &c., have a preference, to such cramped up creeks as Chicago, Milwaukee, Cleveland, Buffalo, &c., because the steamers and vessels get about so much easier and cost of towing is but little or nothing, and vessels and property are not so liable to damage, while the despatch in unloading and loading is two to one in favor of such a harbor as P. A. Landing. It is my opinion if Chicago had a harbor located in a place like P. A. Landing it would be an advantage to the shipping interest of millions of dollars every year. The loss of time in doing business in such a cramped up place, damage by collision, cost of towing, waiting for bridges, river blocked up by vessels and tows, dangerous running on river at night &c., entails a loss of millions every year. I may state that in Chicago harbor it takes about half a day or more for a large steamer or vessel to come from one of the elevators to the mouth of the river and this with the assistance of one or two tugs, a distance of from three to four miles. The system of lake transportation mostly now in use is one large steamer towing one or more vessels, usually the steamer of about 1500 tons capacity and with

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two consorts or vessels of about 1500 tons each. Such a tow going into Chicago harbor, their tow bills would be \$250 or more; the same tow going up to the Town Plot would not be less than half that cost, and after the river is doing a big business might not be any less, while such a tow could get to P. A. Landing docks and go out again without one dollar cost in towing. In all harbors as are located on creeks such as the Kaministiquia, there is more or less such trouble, and in every instance where there is such a harbor it is located at the mouth of the creek, not 4 or 5 miles up, and where the banks of the river are low so they can build slips and canals for more room. But up at this Town Plot the banks of the river are so high it is nearly impossible to build slips or canals.

If this part of the lake was as much exposed as it is at Chicago, Milwaukee, Cleveland and Buffalo, it might be well to have this river, although at all the above named cities, they are having an outside harbor built, by having a great long breakwater constructed, and it is my opinion that in a few years most of the business of these ports will be done in the outside or basin harbors, particularly so at Chicago.

The deposit at the mouth of the Kaministiquia and the shoal water extend so much farther out in the lake than at any of these other creek harbors, it is my opinion that even if there was a channel dredged wide and deep enough into and up this river, that it would be necessary to build piers or some kind of protection out to deep water. All those rivers which empty into Lake Superior like the Kaministiquia have their source in a very mountainous country, and their

greatest freshets are in the month of June, when these torrents bring down great deposits which lodge at mouth. The St. Louis River at Superior City, and the Ontonagon River at Ontonagon are just such rivers, where it has cost the U. S. Government ten or fifteen years work, and several hundred thousand dollars trying to build a harbor at these place, while this deposit is continually making and now those harbors are nearly as bad as when these improvements were first begun.

Let us admit that there will be no piers required at the mouth of the Kaministiquia, but in order to make it a harbor to accommodate the kind of craft described, it will be necessary to dredge a channel 16 feet deep and 200 feet wide, or more from outside of bar, and if the Government will get a perfect survey of this river, so to get an estimate cost of doing this dredging, to say nothing of the cost of keeping the same in order, I think it will frighten most of whom may be now in favor of this as terminus. Again, if all this is not done, and you try to do the business in the river, not properly improved, it will drive most of this trade by some other route, where they have better facilities.

The following are some of the reasons why the harbor should not be at the Town Plot:

1st. The great cost of ever getting a channel 16 feet deep and 200 feet wide all the way to this point, while at P. A. Landing, nature has made this great harbor to have superior advantages for all classes of shipping, without any cost, only for docks.

2nd. Cost of dredging such a long channel every season, owing to

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the stream being so narrow the passing boats will always wash the banks to settle in the middle of the stream. This would be a great cost, and out on the bar any little blow or storm would deposit great quantities of mud and sand in the channel, if not protected by piers.

3rd. The freezing up of the river so early in the fall, which is usually the most important time of the season. The closing of the Sault Ste. Marie canal is about the 1st of Dec. or later. But it is my opinion the Kaministiquia River will close two weeks earlier with an ordinary cold season, and this will loose about two weeks of the best part of the year, while at Prince Arthur's Landing the harbor is open for a month later.

4th. In building elevators on the river, you could only get one side of elevator to load from, as it is hardly possible to dig slips in these high banks, while at P. A. Landing the elevators could be built so as to load from three sides at once, thus giving great despatch to all craft, but in the river they would have to wait their turn, same as any man who has ever sailed to Chicago knows to well.

5th. The banks being so much higher than the river, it will always be expensive to do much of all kinds of dock work there, and particularly so when the railroad has to run down to the river, as is now seen at the Government dock, it is very inconvenient and altogether not the place ever to do dock work with despatch and cheapness.

6th. The fogs in this locality are quite frequent, when it is almost, if not quite impossible to enter the river. There will be times when a boat is waiting to get up the river, that some other boat can get to P.

A. Landing, do her business and go out again, while the other is waiting to have it clear up, so she will get up the river.

7th. The length of time going up and down the river with one of these large deep loaded boats. They must go very slowly as they steer badly in shallow water, and when they go up or down without cargoes they will have to move slowly, to not wash the banks too much, so that at least there is six hours each trip in favor of P. A. Landing, from this cause alone.

The river is about 200 feet wide with high banks and there are no slips or places for boats to turn round. Let us imagine now we see a fleet of such boats and vessels loading and discharging cargoes up at the town plot, most of these craft from 250 to 300 feet long and about 40 feet wide, and then think of some of them trying to turn round, and you can see the predicament it would place them in by having a harbor up the river, with a fleet of such vessels and steamers as will do the heavy freighting from Lake Superior in a few years.

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If you have never been into this port, it is best to take a look at Bayfield's chart of Lake Superior, which will shew you that Thunder Bay is almost land-locked, or a great basin where it is sheltered from most all winds, and particularly so this part of the bay where P. A. Landing is located. About 75 per cent. of our gales are from the westward in this part of the lake region, and this part is entirely protected from such. If ever there was any need of building a breakwater to protect it from easterly winds, there is a bar or shoal place about 2500 feet out

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from shore, extending along *just in the right place* to build a breakwater that certainly will fully protect it, and the cost would be light in comparison to the expense of ever improving the Kaministiquia. At P. A. Landing the harbor, as it is now, without spending one dollar for building breakwater or other protection or dredging, *is all ready*, and it is the most favorable place on the lakes to build docks and elevators with any depth of water required, and here these docks and elevators. It has been built very cheap, and so arranged to give all craft quick despatch in handling of their cargoes. It is claimed by some who are in favor of the town plot, because of land interest there, that a great storm from the south east blowing into Thunder Bay will make a sea here so that it is not comfortable to lay at the docks at P. A. Landing, and they also claim that at one time the Manitoba, a small steamer of about 150 tons capacity, had to leave the docks and go to anchor, but this is about the only instance I could learn of any boat having to leave on account of heavy weather since the commencement of the port.

Now I claim if there were one hundred instances of such boats having to leave dock and go to such good anchorage close by, it would be very little fault to find with the port.

Let me again tell you about the port of Marquette, where they give to steamers and vessels the best despatch of any port on the lakes. Here they load about 600,000 tons of freight each season. About one half of this trade is done by steamers and the balance by large sailers. The harbor is located on the

coast, with no bay to protect it from the great heavy roll of sea, which makes in Lake Superior, and only a breakwater is built to form a kind of basin harbor, which altogether is so convenient that one tug can hardly earn a living by towing on so large a fleet. Each steamer can take their consort (vessel) and lay her up at the dock, and again take her away without the use of tugs, &c. The harbor at P. A. Landing would have all the advantages of Marquette, and much better protected from the storms, and also the anchorage is far superior to what they have.

At Marquette it is a common occurrence for boats to have to leave the docks in a storm, and go to anchor till the fury of the gale is over. But with all this it is even much better than doing business in a cramped up creek harbor.

Let us here imagine that at P. A. Landing with the harbor as it is, that in the course of each season a few boats will have to leave the docks for a few hours and go out a cable length to anchor for a short time. This would be trifling in comparison to the great loss of time waiting dark nights and foggy weather to go up and down the river channel and over the Barbesides &c. if ever there was sea enough on to drive a boat away from the dock at P. A. Landing, it certainly would not be safe for boats to go over the bar in going up or down the Kaministiquia.

In sailing into Thunder Bay while snowing or during foggy weather there is but little difficulty to find the docks at P. A. Landing as the soundings are so good, the water gradually shoaling all the way to the docks, and but little risk by throwing the lead in approaching

PRINCE ARTHUR'S LANDING.

the shore; and again the anchorage is so good within a cable's length of the docks and also further out.

In conclusion I would say the question of a suitable terminus is so evident that I am astonished why the people of the country should hesitate on the subject for a moment. Here is one place with a complete harbor now to do all the future business of this railway

while at the other place it will take nearly a half million dollars to make it passable for such craft as must do the business of the C. P. R. And it is my opinion that if there is one million dollars spent to improve and make the terminus at the Town Plot, it will not be half as good for business as is now the port of P. A. Landing.

ALEX. McDOUGALL.



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